

the **Legendary** **SHAFT**

News from the Land of Enchantment BMW Riders • February 2000

Where's My Newsletter?

Welcome to the premier issue of an exciting new chapter in the Shaft! I hope you find this expanded version of the newsletter as much fun to read as it was to create. I'm hoping that the response to publishing this electronic newsletter encourages its continuing. You can drop me an email at mrmtv@aol.com with any comments or suggestions as to how I can make it better. And be sure to tell your friends in the club if you like it – the potential for saving postage by mailing out fewer newsletters could be a real boon to the club.

Most of all, though, I want to thank you for supporting the LOE BMW R, and for encouraging experiments like this that will continue to keep us on the cutting edge, and one of the best motorcycle clubs in the country. Keep on surfing!

I'm sure you've been wondering where the February *Shaft* is – asking all your friends, calling the Post Office, looking high and low. Well, a lot has been going on in the editorial offices since the last issue. Meetings have been held, coffee has been drunk, speeding tickets have been avoided, and the internet has been surfed.

First and most important is the list of rides that have been scheduled for the club this year. Several gatherings, much brainstorming and lots of volunteering have gotten us off to a flying start to follow up the superlative riding season we experienced last year. The mild winter is encouraging riding, and plenty of ambitious rides have been thought up to fill Y2K. Check out the ride schedule and get out your calendar, there's plenty of excitement in store. There will be more rides to come, too, opportunities for you to ride, and also to get involved and coordinate some rides. If you have an idea of a place to go, nearby or far away, come to a meeting or call one of the club officers and put in your two cents.

This issue also kicks off the new ride event for the year, the Ride 75. You'll find a listing of destinations along with an explanation of the contest, that you can cut out and take with you as you pursue this year's goal of riding the rubber off your wheels. You also need to read Bryan Lally's article to learn why you need this clue to the Mystery Site: It's location is extremely(?) clear.

Most important, though, is to mount up and ride. There are plenty of places in the plans, and more to come, so check those tires and get out on the road!

David Wilson, Editor

Welcome New Members!

Please welcome Lynn L. Coburn, Sandy Clinton and Monroe & Elisa Bonfoey of Albuquerque, Ken Hutkin of Santa Fe, and Wes & Anna Schotten of El Paso, Texas. It's great to have you with us!



The last planning meeting at we had at Ribbs in Cedar Crest was well attended, and much heavy food was consumed. We want to add to the lots we've already got planned, and your input would help a lot. Come on out and be part of it. We'll save a rack for you!

Thanks for the Honor

A note to the LOE BMW R by outgoing president Bill Koup



It's hard to believe it has been four years since I became an officer of LOE BMW R. Some of you probably remember my letter to the club in 1995 expressing some concerns about the operations of the club. After having said that, I knew it was time to pitch in and hopefully help make the club a better club. So, from 1996 through 1997 my role was Secretary/Treasurer followed by two more years as President. During that time we have certainly become a bigger club by essentially doubling in size. Are we better? I don't know – maybe we are, maybe we're not. One thing is for sure, making 150 to 175 members completely satisfied is impossible. Nevertheless, I wish to thank you for your help in making this one of the best BMW clubs in the country. I hope you will continue to extend your support to Tim, Bryan and Ken. They deserve it.

The biggest issues in 1996 were club rides and what to do with our resources. Guess what? They are still the biggest issues today. We have discussed these issues to near exhaustion and I anticipate even more discussion in the future.

Depending on how you look at it, I think our biggest problem seems to be the huge disparity in the performance and type of our motorcycles. In 1975 when I bought my first BMW I never dreamed I would ever ride in the manner in which I have become accustomed. As the number of very fast and very nimble oilheads and K bikes continue to swell our ranks, the riding preference, skill level and style of our members have noticeably evolved, making organized group riding an event that is not fun for some members. Another factor is ride leadership. No one wants to lead a group to twenty motorcyclists and generally obey all the traffic laws while at least half of the riders following are grinding their teeth in agony. Therefore destination rides have become more the norm. We set the time and place of departure as well as the destination and route. How you get there is your business. A great plan? Not really, but generally it has

worked pretty well for most of us, but certainly not for all. Until someone comes up with a better plan and takes a highly active leadership role it's the best plan we have.

Not only has the performance level of our motorcycles evolved dramatically, but the type of motorcycles we ride has changed even more. When I joined the club in 1991 there were only a handful of devoted off-pavement riders. How many GS BMWs, F650s, KLRs or other capable dual sport machines are in the club today? I couldn't guess. Very quickly many of our club riding events have become full-blown off-pavement adventures, with even more to come. This has been wonderful if you are a part of that crowd, but what if you're not? You're probably unhappy and feel the club is unresponsive to your needs.

In regards to club resources we have a very pleasant problem. How do we spend our money? We've grappled with this for years with no definitive answer and I'm not even going to suggest what current officers and directors should do. Just let me say that it is a problem I'm glad we have. I'm proud of the fact that several of us have worked very hard for years to ensure the continued success of our rally, which in turn has been a huge factor in the success of our club. Let's keep it going!

As editor Dave Wilson said in an article not long ago, it's the people who make our club great. He's right, but are we as good as we can be? No way, but we can do better with your help. Don't just tell an officer what the club ought to be doing. Bring your ideas forward with the intent to take an active leadership role in the successful development of your ideas. Remember we are club of volunteers. Four years ago I had some ideas on how to help the club and volunteered to take an active role. The reward that Margie and I received for this effort has been priceless. We were befriended by some of the best people we could ever hope to meet. Thank you, friends, I can't tell you how much I appreciate you. Viva Land of Enchantment BMW Riders!

More Biker Wisdom

Good coffee should be indistinguishable from 50 weight motor oil.

The best alarm clock is sunshine on chrome.

Learn to do counter-intuitive things that may someday save your butt.

The twisties – not the superslabs – separate the riders from the squids.

When you're riding lead-don't spit.

If you really want to know what's going on, watch what's happening at least five cars ahead.

Don't make a reputation you'll have to live down or run away from later.

If the person in the next lane at the stoplight rolls up the window and locks the door, support their view of life

by snarling at them.

A friend is someone who'll get out of bed at 2am to drive his pickup to the middle of nowhere to get you when you're broken down.

If she changes her oil more than she changes her mind-follow her.

Catching a Junebug or yellowjacket in your goggles or honeybee down your shirt at 70mph can double your vocabulary.

If you want to get somewhere before sundown, you can't stop at every tavern.

There's something ugly about a new bike on a trailer. Hunger can make even roadkill taste good.

You have to be smart enough to understand the rules of motorcycling, and dumb enough to think the game's important.

RIDE 75

THE MILLENNIAL RIDING CHALLENGE

by Brian Lally

Here's the contest: Between receipt of this newsletter and December 1st, go to the listed sites. Take a picture to prove you were there. Points will be awarded for each site visited. The member with the most points wins. Simple. What you won't know until the end of the contest is how many points each site is worth. They are all worth something, but some are worth more than others. There are sites near pavement, there are sites for GS adventures. There are sites close to where you live, and sites far away. Some sites have special requirements. *Enjoy yourself!*

General Sites:

- Cloverdale
- Rodeo
- Shakespeare
- Columbus
- Sunland Park
- La Mesilla Plaza
- Sunspot
- Jal
- Harry McAdams SP
- WIPP site
- Grave of Billy the Kid
- Nara Visa
- San Francisco Plaza
- Mogollon
- Chloride
- Valley of Fire
- Mosquero
- Oklahoma/Texas/New Mexico "corner"
- Sugarite SP
- Jal
- Ocate
- Mabel Dodge House
- New Mexico Museum
- New Mexico Museum of Natural History
- Gorge Bridge
- Zuni
- Acoma Sky City
- Pueblo Pintado
- Mt. Taylor
- Cabezon Peak
- Canadian River Canyon
- Montezuma
- Sandia Crest
- Jal
- Williard
- Claunch
- Antelope Wells
- El Farolito in El Rito

Nuclear Explosion Sites in NM:

- Project GASBUGGY
- Project GNOME
- Trinity Site

Print this page out and take it with you!

National Parks, Monuments, etc.:

- Guadalupe Mountain NP
- Carlsbad Caverns NP
- Chaco Canyon NP
- Gila Cliff Dwellings NM
- White Sands NM
- Capulan Volcano NM
- Aztec Ruins NM
- El Morro NM
- El Malpais NM
- Bandelier NM
- Blackwater Draw National Archeological Site
- Wild Rivers National Recreation Area
- Dexter National Fish Hatchery

Not just in New Mexico:

- Any other NPs
- Any other NMs
- Any other National Fish Hatcheries
- US states
- Mexican states
- Canadian provinces

Rallies:

- Attend our rally
- Help at our rally
- Rallies other than ours

Special Requirements:

- Dulce - *bring back a casino token*
- Roswell UFO museum - *during UFO festival*
- Tucumcari - *spend a night (motel receipt)*

Dealers - bring back a receipt (no mail orders):

- Deming Cycle Center
- High Plains BMW
- Motorsport

Mystery Site:

Read the clues published each month in the newsletter. Use the clues to identify the Mystery Site, then go there.





Special Feature

The F650GS

Special thanks to internet explorer Ira Agins for supplying the sites for this story. The complete article and more pictures can be found at online at

www.cannon-bmw.co.uk/canews.htm

Additional photos and stories can be found at:

www.cmgonline.com/CMG00/articles/specialfeature/BMW_F650GS/home.html, and

www.f650.com/2001_F650GS.cfm

Summary:

Exactly on time for the start of the year 2000 motorcycle season BMW is launching its first new model for the new millennium in March of the new year: The new funduro F 650 GS excels not only through its superb handling and outstanding comfort, touring and riding qualities also with a passenger sitting behind the rider, but also through a supreme standard of new technology in its class. As an example, it is the first single-cylinder motorcycle with Digital Motor Electronics controlling the fuel injection process and it comes as standard with a fully-controlled three-way catalytic converter, as well as optional ABS – just like all of BMW's two- and four-cylinder models so far. This makes BMW the first and only motorcycle manufacturer in the world to offer these innovative environmental and safety technologies for its entire model range. The F 650 GS also entering the market in the special guise of the F 650 GS Dakar is the successor to the F 650, the first single-cylinder BMW launched in autumn 1993 after a 27-year break in this long and glorious tradition of single-cylinder BMW machines, broadening the model range at entry level through its 650-cc single-cylinder power unit. With the underlying concept of the F 650 ranking between a fun bike and an enduro, BMW invented the name "funduro", creating both a new model designation and, at the same time, a new segment in the market. And the success scored by this machine surpassed the Company's most

ambitious objectives, production of the F 650 and the more road-oriented F 650 ST introduced in autumn 1997 amounting to more than 64,000 units by the end of 1999.

The F 650 GS now also built at BMW's motorcycle plant in Berlin

Like all models within the BMW range, the new F 650 GS is also built at the BMW motorcycle plant in Berlin-Spandau. In the course of a comprehensive insourcing project for the production of the F 650 GS, an entirely new assembly line and approximately 60 additional jobs have been created at the Berlin plant. So far the F 650 and F 650 ST were assembled under a joint venture by Italian motorcycle manufacturer Aprilia in the town of Noale, pending termination of the contract according to plan at the end of 1999. The F 650 ST will remain available unchanged in the year 2000 until the existing stocks of units built by Aprilia up to the end of 1999 run out.

Engine even more powerful, refined and beneficial to the environment

Proceeding from the proven F 650 power unit, the engine of the F 650 GS has been developed to an even higher standard jointly by BMW and Austrian engine supplier Bombardier-Rotax, now offering even more power, refinement, and preservation of the environment. Numerous highlights in technology such as Digital Motor Electronics and fuel injection developed by BMW, BMW engine management (BMS) and cylinder head technology from the BMW M 3 high-performance power unit provide extra muscle at lower speeds and free-revving performance at high speeds: Displacing 652 cc, the liquid-cooled four-valve power unit now develops maximum output of 37 kW (50 bhp) at 6500 rpm. Maximum torque, in turn, is now 60 Nm (44 lb-ft) at 5000 rpm. A torque level of more than 50 Nm or 37 lb-ft is maintained consistently between 3000 and 6500 rpm, and the F 650 GS accelerates smoothly from just 2000 rpm. The F 650 GS is the first single-cylinder motorcycle in the world to come as standard with a fully-controlled three-way catalytic converter. Together with precise management of the electronic fuel injection, superior power ensured by the optimum design of the cylinder head and the enhanced cooling system, the F 650 GS offers particularly low fuel consumption and emission levels. In Germany and Italy the F 650 GS is furthermore available as an option with maximum output of 25 kW (34 bhp) at 6000 rpm (which means maximum





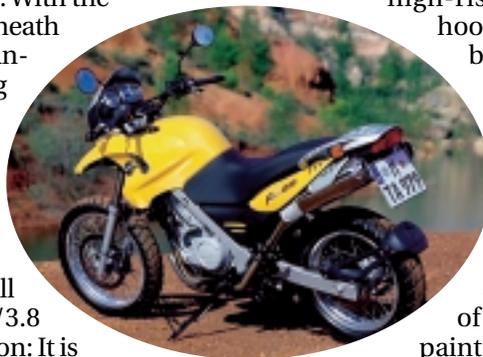
torque of 51 Nm/38 lb-ft at 3750 rpm). Two of the features carried over from the F 650 are the five-speed gearbox and power transmission to the rear wheel via an O-ring chain. The two mufflers on the all-new stainless-steel exhaust system are housed conveniently beneath the seat towards the rear end of the motorcycle.

New looks, dynamic design

In its new design, the F 650 GS clearly follows its "big brother", the R 1150 GS, as well as the successful F 650 RR rally version. The colored fairing components, as on the genuine racing machine, thus form a dynamic, curved line from the high-rising front wheel cover all the way to the seat at the rear, integrating the rider right in the middle. At the same time the F 650 GS proudly presents its running gear and engine technology in aluminum or with a silver-painted surface and matte-black add-on components, again bearing out the same style and calibre as the large boxer enduro. The F 650 GS also comes with an all-new "face" from the front: The new headlight is integrated in a black plastic housing right in the middle of the machine's slender "face", the housing also serving to accommodate the cockpit and controls. As on the R 1150 GS, the silver wind deflectors come in a contrasting colour, while the direction indicator arms are in the same colour as the machine itself. The fuel tank continues this slender, elegant line of the F 650. With the new arrangement of the silencers beneath the seat, the motorcycle is 12 cm leaner here than before, now allowing fully symmetric arrangement of the touring cases.

Optimum weight distribution thanks to the new tank position

In the interest of optimum weight distribution and better handling at all times, the black fuel tank (17.3 ltr/3.8 Imp gals) now comes in a new position: It is fitted in the frame triangle beneath the seat, the filler pipe is now located conveniently on the right-hand side. And beneath the usual tank fairing with its characteristic air-scoops, the F 650 GS features the air filter box, the oil reservoir, coolant reservoir, electrical equipment box and the battery. Seat height of only 780 mm or 30.7" makes the F 650 GS uniquely low and thus the ideal machine of this type also for the not-so-tall rider.



Offering a choice of three paint work and two seat colors
The new BMW F 650 GS is available in three highly attractive colour schemes: titanium blue metallic, red, and mandarin yellow. The customer can also choose either a yellow or a black seat. Like all BMW motorcycles, the F 650 GS comes with a wide range of features catering even more individually for the rider's personal requirements. The less tall rider, for example, will benefit from a seat lowering kit reducing seat height to just 750 mm or 29.5", while the tall rider may opt for a higher seat measuring 820 mm or 32.3" in height. Further options available straight from the factory are heated handlebar grips, ABS anti-lock brakes with individual deactivation, and a reduction in output to 25 kW (34 bhp).

Variable case system again provided as an option

The new range of cases tailor-made for the F 650 GS is available straight from the BMW dealer and offers a standard of versatility never seen before: The two touring cases equal in size can be adjusted for depth by means of a special control function, each case thus providing approximately 20 or 30 liters (0.7-1.1 cu ft) of luggage space, depending on the rider's personal requirements. Further features included in the wide range of accessories are a topcase offering 31 liters or again 1.1 cu ft capacity, hand protectors, a handlebar safety guard, a high-rise windshield, engine protection hoops, an on-board computer and an on-board power take-off system complete with a 12 V socket.

The F 650 GS Dakar special model

As a tribute to the outstanding victory of the F 650 RR rally and racing version in the 1999 Granada-Dakar Rally, the F 650 GS will also be available from the start in the special guise of the F 650 GS Dakar model with white paint work and the name "Dakar" painted on in black. In its sporting looks and running gear oriented more towards offroad riding conditions, complete with an extra-large front wheel (21") and greater spring travel (210 mm/8.3" front and rear), the F 650 GS Dakar is clearly reminiscent of the competition version. Further standard features are the high seat (870 mm/34.3"), hand protectors and the windshield carried over from the F 650 RR.



On the Road

FEBRUARY						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19 
20	21	22	23	24	25	26
27	28	29				

Saturday, February 19

Lunch in Carrizozo

Meet at the Chevron at Tramway and Central at 10am, and bring your woolies. Here's hopin' for La Niña! The Ridemeister for this cool event is John Ephlin, call him at 866-0811 for details.

MARCH						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5 	6	7	8	9	10	11
12 Mo' Daytona	13	14	15	16	17	18 
19	20	21	22	23	24	25
26	27	28	29	30	31	BMW Vintage Ride

Sunday, March 5

Ride Off the Ribs

The club will meet at 11:30am at Ribbs in Cedar Crest for a meeting and ride afterwards. This same event kicked off last year's spectacular riding season, and here's a chance to Ride to Eat, and then ride some more.

March 2000

Daytona!

John Ephlin is planning on going to Daytona for the 200 mile race and motorcycle show. Leaving on March 7th, he plans to attend the show by the 11th and the 200 miler on the 12th. For more information you can call John at 866-0811.

Saturday, March 18

Welcome to Spring!

Henrietta's in Los Lunas will be breakfast and the stag-

ing point for the day's ride, which will be determined by the weather, the mood of the crowd and the fullness of their stomachs. The ride coordinator is Richard Knowles, who can be reached for more information at 259-4952.

AND BEYOND ...

Saturday, April 8

El Rito Farolitos

Ride north to El Rito for lunch at Farolitos. Catch some of the beautiful springtime colors. Meet in Albuquerque at 8:30am at the Phillips Station at Tramway and I-25. Bill Koupp will be the ride coordinator, call him for details at 856-7513.

Saturday, April 22

Get cher History

Ride to El Morro National Monument via El Malpais National Monument, and get a dose of local natural history. We'll picnic at El Morro or ride west to Ramah for café food. The plan is to leave from the Furr's Cafeteria parking lot on the west side of Coors just south of I-40. Paul Browning is organizing the ride, you can call him for details at 275-7856.

Friday-Sunday, May 12-14

Villanueva Camp 'N Ride

The weather should be perfect for this popular camping destination. Great country, tenting with all the bells and whistles, and the official Club RV (actually it's Dan Houck's)! Dan will be providing a dinner, and is also coordinating the weekend. You can reach him and Ann at 890-0310.

Saturday, May 20

Jemez Dual Sport/Road Ride

Meet at the Mustang gas station in San Ysidro at 8:30am.

(continued on next page)

Join the LOE BMW Riders

Yearly dues: \$15 single, \$20 couple; payable each January 1. New member dues prorated on a quarterly basis. For more information or to pay dues, write or go to the web site:

Land of Enchantment BMW Riders
PO Box 92095
Albuquerque, NM 87199-2095

www.nmbmwmc.org

or call Ken Goode at (505) 892-5690.

Enjoy a late breakfast in Cuba. Road riders continue to Abiquiu, Los Alamos, and back to San Ysidro through the Jemez. Dirt riders take NM 126 to La Cueva and FS 376 through the train tunnels, also ending up in San Ysidro. One ride leader (for either the road or dirt ride) is needed. Contact Bryan Lally in Los Alamos at 662-4083 if you have questions, or email him at blally@concentric.net.

Friday-Sunday, June 2-4
Guerilla Camping!

The idea of Guerilla Camping is to ride and ride... then stop and pitch a tent. The general area of this kickoff event will be the Gila Wilderness near Magdalena. There will be plenty of highway, but also some off-road excursions for those so inclined. No telling where we'll end up! Steve Beggs is at the helm, he can be reached at 890-2921.

Sunday, June 25
Jemez Jemez Jemez!

Just can't get enough of those roads! Today we're riding to Jemez Springs for breakfast at the Bakery, then heading for the hills (or at least more of those hills). We'll leave at 8am from the Phillips station at Tramway and I-25. Bill Koup is ride coordinator, call him for details at 856-7513.

Friday-Sunday, August 4-6
Club Birthday Party, Manzanos Camp 'N Ride

Another club tradition to put into your calendar right away. Always well attended, lots of fun and lots of great riding. Look for more details in upcoming newsletters.

Thursday, August 17
Dome Road ride

For those with more time during the week than on the weekend, and a bike with knobby tires, Vince Vigil has your ticket. Give him a call for this scenic dual-sport ride at 891-4904.

Saturday, August 19
Back to the Jemez

Just can't get enough of this trip! Get away from the heat by hitting the mountains, but be sure to build up a sweat carving those corners (and not *literally* hitting the mountains). The ride through San Ysidro to Los Alamos will leave the east end Giant station in Bernalillo at 8:30am. Call Richard Knowles for details at 259-4952.

Saturday-Sunday, August 26-27
Camping de Guerilla

Another spontaneous camping event, so spontaneous it isn't even planned yet! Jim Salas will be leading this off-road ride with wilderness camping at its end. You can bet he'll be planning it for months. You can reach him for details at 291-6391.

Friday-Sunday, September 8-10
Sipapu! The Bavarian Mountain Weekend

The club event of the year! Our popular international rally draws more riders every year, and is a regular stop for people from all over the country. Last year's rally was about as perfect as it could be, but it gets better every

time. Get involved with the rally now by volunteering, and help to make it all happen. Then come spend a few days at one of the best BMW rallies in the USA.

Friday-Sunday, October 6-8
Datil Camp 'N Ride

After the public event in Sipapu, the LOE BMW R takes this time for a more personal event. All your friends from the club will be there, riding all the best roads New Mexico has to offer. What happens at this ride gets talked about for the rest of the year. Look for more details to come, and listen at other club rides for the stories.

Friday-Sunday, October 27-29
Chaco Canyon Camp 'N Ride

This is the year of ambitious club events, and this will be no exception. A dual-sport bike would help, but Gold Wings have been known to traverse the dirt roads into the park. Whatever you ride, the trip will be worth it. One of the best preserved, most important, and beautiful parks in the Southwest, this will be a trip you'll remember for a long time. Call John Desko, ride coordinator, for details at 883-2662.

Week of November 6 (now in the planning stages)
Copper Canyon, Mexico Tour

The date for the club trip to Mexico has been moved to the fall to allow for better planning, and to set up a committee to be sure the trip will be smooth. Response to the idea has been good, and enthusiasm is building for the most ambitious club ride yet. If you want to add your head to the count, or add some suggestions or opinions, call committee members Steve Mounce at 275-3811; Bill Koup at 856-7513; or Steve Beggs at 890-2921.

Saturday, December 9
The LOE Christmas Party

Nothing ends the year better than a big crowd of bikers reliving the rides of an excellent riding season, and the annual Christmas party is the perfect place for that. Come join all your friends at one of the club's most popular events, and we'll all eat until we start looking like Santa Claus.

NATIONAL EVENTS

Friday-Sunday, March 31-April 2
BMW Vintage Twins and Singles Hill Country Ride, TX
Sponsored by High Plains BMW. All bikes welcome. The River Inn in Hunt, TX (1-800-841-0501) is holding a block of rooms until March 25 – tell them you are with the BMW group. Lunch on Saturday in Utopia, TX. Call Ronnie Fry or Jim Davidson for details at (800) 687-2697.

Thursday-Sunday, July 13-16
BMW MOA National Rally, Midland Michigan
You wouldn't want to be there now, but it's beautiful in the summer... There are often club members who make the trek, even cross-country, so look for more information on LOE members planning to ride the Great White North for the biggest BMW rally in the world.

Friday-Sunday, July 21-23

Top O' the Rockies Rally, Paonia, CO

There's always an LOE contingent that makes the trip up into the *real* Rocky Mountains for this wonderful little rally. Stay tuned for more details on the rally and how the LOE BMW R will be doing their part to make it fun, or call them direct at (303) 986-1472 for more details.

Contest 2k

Last year's club contest generated such interest that this year there will be two of them! The Four Corners challenge will be repeated for those who couldn't bag the points of New Mexico in 1999. Just remember to take plenty of pictures of Jal.

And new for the millenium is the brainchild of Bill Koup and Bryan Lally, the *Ride 75*. A list of 75 locations throughout New Mexico is printed in this issue. Your mission, should you choose to accept it, will be to travel to as many of those destinations as possible, document your arrival, and submit your list and documentation by December 1st. Each location will have secret points awarded for it, and the LOE member with the most points at the Christmas Party will win the Big Prize! What is the Big Prize? How should I know, it's only January and the party's not until December!

On That Speeding Thing...

by Joel Widman

Dear Dave,

After reading of your latest unfortunate run-in with the law, I have decided in the spirit of good fellowship and mutual assistance (which, after all is what our club is all about) to give you much-needed advice and counsel. After careful consideration it appears that your affliction is due to one or more of the following causes which will be treated in increasing order of severity.

First, it may be that your bike is simply too fast. As we all know it is better and actually more fun to go fast on a slow bike than it is to ride a fast bike within its envelope of performance. I don't know what you ride but whatever it is, consider replacing it with a bike of half the displacement. You will be amazed at how much fun you can have on a 500 or 600cc machine.

Second, it may be that you are mistaking highway route signs for speed limit signs. If this is so, I will try to clarify the difference. All three digit signs denote a road number so if you see a sign that has the numbers 528, for example, that means you are on NM route 528, not that the speed limit is 528 miles per hour. Similarly, if you see a sign that has a single digit it is also a good bet that the sign denotes a route or road number because it is unlikely, even in New Mexico, that you will encounter a 6 mile per hour speed limit unless, of course, you are in Corrales where anything is possible.

Now, that brings us to speed limit signs which are rectangular in shape and have two numbers next to each other in the horizontal plane. So, if you see a sign with black numbers on a white rectangular sign, you can bet

it's a speed limit sign. For example, a sign with the numbers 65 next to each other means that the speed limit is sixty-five mph, not eleven. Whatever you do don't add the numbers, read them together.

Finally, it is possible that you are a speedaholic in which case you need to get involved in a 12-step program at once. A speedaholic is recognizable as someone who repeatedly engages in the same conduct expecting different results. If you speed you get a ticket, speed and you get a ticket, speed and..., well you get the idea. Another characteristic of a speedaholic is that the true speedaholic is in denial, what happens to him is always someone else's fault, e.g. "the speed limit is too low;" "I didn't know I was speeding;" or, my personal favorite: "I didn't see the police officer." Dave, if any of the foregoing sounds familiar, you need to admit that you are powerless over speeding and that as a result your riding has become unmanageable. Do this before it is too late. Even in New Mexico they will suspend your license eventually, although I understand it is only after any combination of 42 speeding tickets or DUIs.

Finally, if none of the above works for you look at speeding as a recreational activity that you are willing to pay for, like a round of golf. It is probably cheaper than a round of golf and you don't have to wear all those funny clothes.

Happy New Year and safe riding (speeding)!

And On the Same Topic...

by Dave Wilson

An update on some speeding info to keep you out of the editor's shoes. Late reports are of a big police presence just at the Los Alamos limits, on the downside of Rte 4 out of the Jemez mountains. Police camp out in a dirt pullout near the fork for Bandelier/Los Alamos, where the speed limit is 30 but even walking that slow down that hill is difficult.

Another spot to be careful for is North 14 near the State Penitentiary outside of Santa Fe. Speed traps have been set up along that stretch of nothing, with cars being pulled over for going as little as 70. I suppose they just take their pick - I've rarely seen anybody going less than 70 in that location.

The last spot (which I suppose I should have tipped off last month) is where I myself was tagged: on I-25 between San Mateo and Montgomery. Since my own unfortunate experience I've seen several cars stopped along the same stretch in mid-afternoon, and have come to assume law enforcement has found that location at that time to be good pickings.

Good luck, and remember: if I'm riding with you I'll try to stay *behind* you. I've got enough on my record.

Online Newsletter

Comments are welcome! Drop me an email at mrmtv@aol.com and let me know what you think of this inaugural electronic issue of the Shaft. Any suggestions on making it easier to read or deliver would be welcome.

You Can Write!

Send in your stories, reviews, opinions – don't forget pictures, too (shots of club members and their bikes strongly encouraged). We'll publish anything! Send your contributions to:

David Wilson
5700 Copper NE, #B34
Albuquerque, NM 87108
Voice: 505-232-0266
Email: mrmmtv@aol.com

Computer files are best; please send material via email or on disk saved as Text (ascii). I can also scan photos and graphics, so take lots of pix on that cross-country trip and send them along.

NOTE: The deadline for the March issue is **Tuesday, February 15th. Start typing!**

For Your Buying Pleasure

FOR SALE

1998 BMW R1200C, 5,000 miles, perfect condition, \$3,800 of extras, \$12,500.

Call Bob at 286-8709 or 480-5178.

1998 BMW R1100R (75th Anniversary edition, only 270 in the US), Classic Black, Wire Wheels, ABS, Heated Grips, 9600 miles, BMW Hard Bags and Windshield, Hand Guards, Tank Bag, Maintenance Agreement with Motorsport that expires 7/1/01, Commemorative Book. Excellent Condition. \$9700/OBO

BMW Tankbag for R850/1100R. Very Good Condition with Rain Hood. \$125. RCU Designs Passenger Backrest and Luggage Support for R850/1100R (See p. 57, Nov. BMW ON). \$125.

Call Axel 505-992-2999 or tuanputih@aol.com.

1982 BMW R100RS, 76,000 miles, pearl white, superb condition. Has three windscreens, BMW hard bags, Sargent seat, lots of suspension and engine upgrades. This is a fine example of an appreciating classic! Space prohibits full description here. \$5,000, am willing to consider trade for airhead GS in like condition.

Call John Gillis at (505) 988-3777.

1996 BMW R1100RT, 12,000 miles, Glacier Green, perfect condition. New Tires. \$10,500. Corbin dual seat to fit same bike, \$400. BMW Trunk, also from R1100RT, \$350.

Call Joe Conti at 994-0161.

Michelin T66, 150/70R17, 3,000 miles and a nail puncture that has defied plugging. I don't want to run it with a tube.

Work bench. One heavy duty custom built work bench. Strong enough to support a 327, yet extremely mild mannered. 30"x72 1/2". Can deliver within reason.

Any or all free to a good home.

Call Robert Keen 883-4813 or email him at motor-keen@aol.com

Corbin seat for R1100RT, black leather, one back rest, very good condition, \$300.00

Call Tom at 505-672-0142

NOTE: Classified ads run for 3 months, then are deleted unless I'm told to keep them running.

LOE BMW R Officers

President: Tim Stone, **343-8396**

Vice President: Bryan Lally, **(505) 662-4083**

Secretary/Treasurer: Ken Goode, **892-5690**

Activity Committee: Bill Koup, **856-7513**

Newsletter: David Wilson, **232-0266**

Newsletter Delivery: Dan & Ann Houck, **890-0310**

Rally Chairs: Bill Koup, Tim Stone, Mike McKee

"The Legendary
Motorcycles
of Germany"



High Plains BMW, Inc.

8110 W. 19th St.
Lubbock, TX 79407

1-800-our BMWs
(687-2697)
(806) 792-BMWs
(2697)
FAX (806) 792-9272

Ronnie Fry
Jim Davidson

(505) 546-2193
(800) 626-3338



DEMING CYCLE CENTER

HONDA - YAMAHA - MOTO GUZZI - BMW
POLARIS

DON S. CAMERON • OWNER
JEFF KEELER • MANAGER

820 EAST SPRUCE
DEMING, NM 88030

FOR THE WORLD AHEAD.

Scott Kuhns, General Manager
Ted Zufelt, Sales Manager
Bill Morris, Parts and Accessories Manager
Justin Desterhouse, Service Manager

MOTORSPORT
LIFE IS ONE VICIOUS CYCLE AFTER ANOTHER.

1-800-750-9007

IN ALBUQUERQUE (505) 884-9000
ON MONTGOMERY JUST WEST OF LOUISIANA

